



GEORGE A. BRONSON
Engineering

GTC Names Three for New Posts

Three new vice presidents have been named by the General Technology Corp. of Tor-



DR. STUART L. RIDGWAY
Technical Director

rance, it was announced here this week.

George A. Bronson, Dr. Stuart L. Ridgway, and Dr. Donald J. Farmer were appointed to the new positions by Leonard J. Heilman, president of the aerospace firm.

Dr. Ridgway, who joined the company in 1962, will serve as



DR. DONALD J. FARMER
Business

technical director for the firm. Dr. Farmer is responsible for business development, while Bronson will direct the engineering and manufacturing operations. Both Bronson and Farmer were founding members of the young firm.



AIR ARMAMENT MECHANIC . . . Airman Michael A. Taylor of Torrance is being reassigned to Lowry AFB, Colo., for technical training as an Air Force air armament mechanic. He is the son of Mr. and Mrs. Terrell H. Taylor of 21007 Victor St.



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TALK OF THE WORLD

MANILA—One bright symbol of Manila, 1963, is the "jeepney," a garishly painted and adorned vehicle born 18 years ago as a post-war expedient that has become the standard means of getting from one place to another in this overcrowded and under-planned city.

The jeepney began life after World War II when the United States sold some 15,000 Jeeps that were stockpiled for an invasion of Japan that never came. Dispensed at a fraction of their cost, the

sturdy little vehicles were converted into canopied jitneys that could carry up to 10 passengers.

Today there are still more than 7,000 in action.

A first class jeepney is distinctive, if not a thing of beauty. A standard model might come striped with half a dozen neon shades, be decorated with plastic propellers and fenders, crocheted fringes around the windshield, dashboard saints and rosary beads, and show tailgate

moltoos like "Be My Love," "I'm Yours," "One More Chance" and "In God We Trust."

Darting in and out of traffic, horns blaring and tires squealing, pugnaciously competing for passengers, the jeepneys are a headache to passengers and city planners alike.

For the uninitiated tourist, a jeepney ride is an unnerving experience.

Climbing in the open back gate and squeezing between passengers on one of the facing benches, the stranger finds that all he can see is a confusing and menacing assortment of tires and fenders,

feinting, attacking, passing, and cutting in, accompanied by exhaust fumes, impatient horns and rock and roll music from vehicle radios tuned full-volume.

City leaders admit the jeepney has outlived its utility, and their gradual retirement is the aim of a current plan for renovation of Manila's inadequate system of public transportation. A Washington, D.C. transit company, invited to come up with a solution, has termed the present situation "critical and chaotic."

The Washington firm has recommended jeepneys be replaced by buses and rapid

transit trains under municipal ownership. Whether its suggestions take root depends not only on the country's partisan politics, but on the habits of Manila's status-conscious populace, which holds buses inferior to jeepneys.

Paul L. Patrich, machinist's mate 3-C, USN, son of Mr. and Mrs. Paul W. Patrich of 3410 West 171st St., is serving aboard the destroyer USS Henderson.

Marine Corporal William C. McLean, son of Mr. and Mrs. C. McLean of 1028 Arlington, is serving with the Marine Corps battalion landing team of the U.S. Seventh Fleet in the Far East.

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